

RUSHING GREAT FORCE TO PARIS

Large Stocks of Provisions Being Brought Into Capital

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before them, partly by sheer weight of numbers and partly by a deadly hail of bullets from their numberless machine guns.

Allied Forces Fall Back.

London, August 31.—The Post editorially calls attention to a statement issued by the French embassy as indicating that the allied forces have again been compelled to fall back before the German advance in the neighborhood of La Fere, which is more than twenty miles nearer Paris than the Cambrai-Lecateau line, where the allies re-organized after the Germans crossed the French border. Fighting also is reported in the vicinity of Amiens. La Fere is sixty miles from Paris as crow flies.

"The statement issued by the French embassy discloses a situation of much gravity," says the Post. "A German army was Saturday attacking from the east the line of Launois, Stenay and Leclercq, while another German army was attacking from the west the line from La Fere to Guis, and though unsuccessful at Guis was making progress in La Fere. These two German armies therefore are only forty miles apart."

"The German army attacking on the front at Guis and La Fere has a clear country behind it, and a sharp offensive turning movement on the south-east by this army will interpose it between the French and Paris."

Belgians Guilty of Atrocities?

New York, Aug. 31.—Replying to the charges of inhumanity on the part of Germans in the war toward Belgians, the German consul-general here today issued the following statement:

"The behavior of Belgian civilians, women as well as men, toward German soldiers and the German hospital corps is best set forth in the Koelnsche Zeitung, one of the leading newspapers in Germany, which has just reached here. It carried the following from a noted army surgeon:

"Here in Belgium we experienced treatment by the Belgian civilians—men, women and half-grown boys—which we never experienced before, even while fighting the Negroes in our colonies. Civilians shot from every house, from every bush. In the first few days many of our men were wounded or killed by civilians sniping

from everywhere and the women were as active as were the men.

"Day before yesterday Belgians killed a German by cutting his throat while he was asleep in a house. A house used by us as a hospital was flying the Red Cross flag. In the evening we put there five wounded German soldiers. The next morning all five were found stabbed to death."

"Yesterday morning while passing through a small village near Verviers we found one of our soldiers with his hands tied behind his back and his eyes put out. In another village one car of our motor corps had stopped in front of a house. Suddenly a young woman stepped up to the chauffeur, drew a pistol and shot him dead."

"At Gemmenich, an hour from Aix-la-Chapelle, where we arrived Wednesday, the townspeople fired upon a motor car hospital corps from every window. The Red Crosses on the motor cars did not protect us. Several times we found that wounded soldiers, who had been taken back from the front and others who were in wagons to the next hospital, were butchered and killed by civilians."

"Women threw stones at our wounded soldiers who were lying helpless on the ground."

Describes Sinking of Liner.

London, Aug. 31.—The Evening News publishes a dispatch from Las Palmas, Canary Islands, giving an account of the sinking of the North German Lloyd transatlantic liner Kaiser Wilhelm der Grosse off the coast of Africa by the British cruiser High Flyer, which was reported last Thursday.

Lieutenant Deane, a British army officer, who was taken prisoner by the Kaiser Wilhelm der Grosse from the British steamer Galician on the high seas, is the authority of the Las Palmas correspondent, and in an interview he gives an account of how the great liner was destroyed.

Lieutenant Deane was not on board the German liner; he had been sent over to the collier Arctur, from which the liner was sailing.

When it was seen that the Kaiser Wilhelm was doomed the German captain sent his sword, his dispatch box and a letter to his wife to the collier, his secretary being his messenger. Previous to doing this the captain of the liner had announced that he would himself blow up his command rather than surrender.

Collier Fastened to Liner.

When the High Flyer opened fire on the liner, Lieutenant Deane continues, the collier was still fastened to her by one hawser, and owing to some delay certain prisoners on board the liner did not get a chance to leave the ship. The Kaiser Wilhelm was low on to the High Flyer and the British cruiser had some difficulty in finding her mark. She maneuvered to get her broadside on and the ensuing cannonade lasted for 40 minutes. All the

HUNDREDS OF GERMANS LOST IN NAVAL BATTLE

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Lieutenant Bartelot and William Butcher, a signalman.

Kaiser's Fleet Flees.

Accounts of the battle state that the British strategy was perfectly executed. Led at dawn by a small detachment the destroyers crept within the German line between Helgoland and the German coast. They were sighted by a German aeroplane and the German destroyers then came out, followed by the German cruisers.

The British light cruiser Arethusa opened the action. She hit a German cruiser, which burst into smoke and flame. Soon after a German shot entered the engine room of the Arethusa. At that moment the British battle cruisers appeared. The first shot from one of the British heavy cruisers sank a German cruiser, which had been battering a destroyer.

"The German fleet fled in the direction of Cuxhaven and was pursued by British destroyers, which did considerable execution with their four-inch guns."

17 OF 5,000 BELGIANS GET THROUGH GERMANS.

London, Aug. 31.—A Belgian civic guard named Duquet, who left Namur shortly before the Germans reached that fortress, has arrived in London. He heard the story of the fall of that fortress from French officers after their retreat and tells the story as follows:

"At last accounts, five forts were still holding out, though they are bound to succumb to the improved engines of war with which the Germans are now equipped."

"These new style siege guns have been posted out of the range of the forts and they played enormous shells over the defenses. The shells burst yards deep in the cupolas and speedily put the forts' guns out of action."

"Five thousand Belgians from Namur were subsequently surrounded by the Germans at Denes. The Belgians tried to force their way through the German cordon with the bayonet, but only seventeen got through. The remainder were either killed or were made prisoners."

shots from the Kaiser Wilhelm appeared to be falling short. From the collier it was seen that she had been hit three times, and on catching fire, she ceased replying to the shots from the British cruiser.

When the liner had been silenced the High Flyer also stopped firing.

MILITIA WILL BE SENT TO BUTTE; MINERS ARE ARMED

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the men on the day shift there to observe the rules for mining recently laid down by the new union. These rules are drastic and differ in many particulars with the practice followed by the companies. The representatives said if any "boss" objected to the new order, particularly the rule on blasting, the miners would at once take the matter to the union, which would dispose of it.

News that the state troops were mobilizing at Helena for service in Butte became known generally today and created excitement in the downtown section. There were no disorders, and no arrests have been made on the warrants issued last week in the kidnapping cases directed against leaders of the new union.

Because the miners are armed it is the general belief here that resistance will be offered to the state troops when they make their appearance.

All miners were working as usual today, except the Anaconda. Heavy guards were maintained at stores and warehouses last night, and in a number of instances private residents left their homes temporarily because of alleged threats against them.

Federal Troops Wanted.

Butte, Mont., Aug. 31.—Plans for the entry of the militia into Butte are being kept secret. Businessmen and the mining officials are making every effort to obtain the presence of federal troops in Montana. Numerous telegrams were sent last night to the Montana delegation at Washington, urging that it prevail upon President Wilson to send regulars either to Fort Missoula or to Fort Harrison at Helena, to be ready in case it is found that the militia is unable to cope with the situation in Butte.

President MacDonald of the Butte Mine Workers issued a statement denying that any of the Mine Workers were responsible for the dynamiting of the Anaconda Mining company's property.

STATE SEEKS DETROIT "WAR LETTER" WRITER

Lansing, Mich., Aug. 31.—Gov. Ferris has been asked by Secretary of State Bryan to investigate the motive for a letter signed by a "Mr. Wahlschmidt of Detroit" and mailed to a Toronto editor which, it is said, may have a bearing on the neutrality of Michigan in the European war.

An editorial in the Toronto paper regarding the letter caused the note to be written by an alleged German-American or practical joker, and the

fact that threats were made against the editor and Canadians in general is made the basis of the complaint that was forwarded to Washington. One of the threats was that German reservists in Michigan would resent the attitude of the editor by invading the Dominion some dark night.

U. S. Marshal Behrendt or Sheriff Oakman may be asked by the governor to endeavor to locate the mysterious "Mr. Wahlschmidt."

ADDITIONAL LOCAL

SWEDISH M. E. CONFERENCE.

Rev. Axel Strom of Local Church to Norway.

Rev. Axel Strom, pastor of the Swedish M. E. church of Calumet leaves today for Norway, Mich., to attend the annual conference of the church. Concerning that gathering the Norway Current says:

The thirty-third annual conference of the Swedish M. E. church will be held in this city, commencing Tuesday, Sept. 1st and closing on Labor day, Sept. 7. Between fifty and sixty ministers will attend. They will come from what is known as the northern Swedish M. E. church district, which embraces northern Michigan, northern Wisconsin and the state of Minnesota. Bishop Wm. A. Quayle, D. D., I. L. D., will preside. Aside from the regular routine of business, nightly meetings starting at 7:30 o'clock will be held and the general public is invited to attend. On Friday evening, Bishop Quayle will deliver a lecture entitled "Tragedy of the Overpaid Man."

PRAY FOR EUROPE'S PEACE.

Tonight at 7:30 o'clock, special services, at which prayers for peace in Europe will be offered, will be held in the Salvation Army quarters by the Calumet corps. Simultaneously, from every Salvation citadel in the world, invocations will be made for the same purpose, the services being ordered by the commander of the army. A special program, appropriate for the nature of the services, will be given and the meetings are open to the general public.

HEAD OF REBEKAH ORDER.

Miss Irene Boise of Boyne City, Michigan, president of the Rebekah Assembly for Michigan, will be in Calumet tomorrow and will be the guest of honor at a special meeting of Elizabeth Rebekah lodge. It is possible Mrs. Cora Conlin of Crystal Falls will accompany Miss Boise to the copper country.

Persis has no saloons.

CULEBRA SLIDES INCREASE COST

But Greatest Economy Is Shown In Panama Work

Washington, D. C., Aug. 31.—"The only reason ships were not using the Panama Canal ten months ago when the locks were first ready is that Nature was battling to the last ditch in her efforts to thwart the purpose of man to put a shipway through the vitals of proud old Culebra Mountain," writes William Joseph Showalter, magazine writer, who visited the Canal Zone many times during the progress of the work there, in a communication to the National Geographic Society, at Washington, D. C.

"Over 250 acres of ground lying outside of the intended banks of the canal, and containing over 20 million cubic yards of material, were swept by Nature, with silent but terrific force, down into the canal," he writes. "Now this onslaught demolished an entire railroad system; now it put the compressed air and water systems out of commission; now it bottled up one end of Culebra Cut with an avalanche of debris; now it imprisoned dirt trains and wrecked steam shovels."

Engineering Problem. "Consider what the removal of 20,000,000 cubic yards of material means. It is enough to build a sort of Chinese wall 7 feet thick and 7 feet high reaching from New York to San Francisco. It is more than could be drawn by all the horses and mules in the United States. It would fill a million and a half big Lidgerwood cars, enough to make a string 12,000 miles long."

"When you reflect that each yard of this sliding material rendered doubly difficult the getting out of three yards of other material, the true meaning of the slides begins to appear. There have been 170 trains going out of the cut one day at the south end, only to be stopped entirely the next day by a slide. Again, half a dozen tracks would suddenly be put out of commission. It is the greatest engineering wonder of the age that in spite of these difficulties 106,000,000 cubic yards of material were removed from the cut in less time than it was estimated 55,000,000 cubic yards could be removed. And this wonder grows when I look at the cost sheets and see that a cubic yard was removed for an average of 60-odd cents, when it was estimated that, unhindered by slides, the cost of removing a cubic yard would be 98 cents."

Extra Work Required. "Prior to 1910 the slides presented no

serious obstacles. Up to that year the excavations on account of slides were only 4.87 per cent of the total excavations. During 1910 seven weeks were required to take care of the 14.83 per cent of all excavations which represented the slide debris taken out. In 1911 it required 13 weeks to take out the material the slides brought into the cut, this material amounting to 26.30 per cent of the total excavations for the year. During the fiscal year of 1912, 34.5 per cent of the excavations were of slide material whose removal required 18 weeks. Forty-six per cent of the total excavations in 1913 were from slides, which accounts for 24 weeks' work. Last year, beginning July 1, 1913, saw only two months required for the final bottom to be reached in the cut, outside of the material brought in by the slides, so that at least 44 weeks are chargeable against the slides.

"One of the wonderful things about the building of the canal was how Col. Goethals and Col. Gaillard were able to drive down unit cost as the mercury in the difficulty thermometer sped upward. In 1908 it was estimated that the cost of removing a yard of spoil would be around 98 cents for the whole cut. In 1909 this was hammered down to 78 2-3 cents. With the slides more troublesome than ever in 1912, they forced the unit cost down to 54 1/2 cents."



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